

SAILING DIRECTIONS CORRECTIONS

PUB 124	12 Ed 2012	NEW EDITION
(NGA)		41/12

COAST PILOT CORRECTIONS

COAST PILOT 2	42 Ed 2013	NEW EDITION
(NOS)		41/12

COAST PILOT 3	45 Ed 2012	Change No. 9
		LAST NM 40/12

Chapter 14—Paragraph 123; read:

⁽¹²³⁾ **Bivalve** is at Mile 5.4E. A marked dredged channel leads to a municipal small-boat basin, 0.4 mile north-eastward of the village. The basin is protected by jetties that are awash at high water. In 2012, the controlling depth in the entrance channel was 3 feet, thence 4 feet in the basin. Gasoline, diesel fuel, berths, and limited marine supplies are available.

(L 386-2012) 41/12

COAST PILOT 4	44 Ed 2012	NEW EDITION
(NOS)		41/12

COAST PILOT 5	40 Ed 2012	Change No. 3
		LAST NM 36/12

Chapter 2—Paragraphs 1311 to 1313; read:

⁽¹³¹¹⁾ (a) The draw of the Burlington Northern railroad bridge, mile 105.3 at Coy, shall open on signal if at least 48 hours notice is given.

^(1311.01) (b) The draw of the Meridian and Bigbee Railroad (MNBR) Bridge, mile 205.9, at Selma, shall open on signal if at least 24 hours notice is given. An opening can be arranged by contacting the Meridian and Bigbee Railroad Roadmaster at 601-480-5071.

⁽¹³¹²⁾ (c) The draw of the Canadian National/Illinois Central Gulf railroad bridge, mile 277 near Montgomery, shall open on signal if at least 24 hours notice is given.

⁽¹³¹³⁾ (d) The draw of the CSX Transportation Railroad bridge, mile 293.3 near Montgomery, shall open on signal if at least 24 hours notice is given.

(FR 9/17/12) 41/12

Chapter 2—Paragraph 1315; insert after:

§117.106 Black Warrior River.

^(1315.01) The draw of the Alabama Gulf Coast (AGR) vertical lift span (Yo-Yo) bridge across the Black Warrior River, mile 219.0, at Demopolis, shall operate as follows:

^(1315.02) (a) The draw shall be maintained in the fully open-to-navigation position for vessels at all times, except during periods when it is closed for the passage of

rail traffic.

^(1315.03) (b) Railroad track circuits will initiate the automatic bridge opening and closing sequences. (Estimated duration that the bridge will remain closed for passage of rail traffic is 10 to 15 minutes.)

^(1315.04) (c) Upon detecting an approaching train, the track circuits will initiate bridge closing warning consisting of continuous horn blowing and the navigation lights changing to flashing yellow. Photoelectric (infrared) boat detectors will monitor the waterway beneath the bridge for the presence of vessels.

^(1315.05) (d) At the end of a six-minute warning period, if no vessels have been detected by the boat detectors, the bridge lowering sequence will automatically proceed taking approximately two minutes to complete. As soon as the bridge leaves the up position, the horn will silence but the navigation lights change to flashing red.

^(1315.06) (e) Upon passage of the train, the bridge will automatically open unless another movement is detected. The navigation lights will continue to flash red until the bridge has returned to the full open position at which time they will change to steady green.

^(1315.07) (f) The bridge can also be operated from two locked trackside control location (key releases) on the approach spans, one on each side of the movable span.

^(1315.08) (g) To request openings of the bridge when the lift span is in the closed-to-navigation position, mariners may contact the AGR via VHF-FM channel 16 or by telephone at 205-654-4364.

(FR 9/17/12) 41/12

Chapter 2—Paragraph 1319; insert after:

§117.118 Tombigbee River.

^(1319.01) The draw of the Meridian and Bigbee Railroad (MNBR) vertical lift span bridge across the Tombigbee River, mile 128.6 (Black Warrior Tombigbee (BWT) Waterway mile 173.6), at Naheola, shall operate as follows:

^(1319.02) (a) The draw shall be maintained in the fully open-to-navigation position for vessels at all times, except during periods when it is closed for the passage of rail traffic.

^(1319.03) (b) When a train approaches the bridge, it will stop and a crewmember from the train will observe the waterway for approaching vessels. If vessels are observed approaching the bridge, they will be allowed to pass prior to lowering the bridge. The crewmember will then announce via radiotelephone on VHF-FM channel 16 that the bridge is preparing to be lowered. If, after two minutes, no response has been received, the crewmember will initiate the lowering sequence.

^(1319.04) (c) After the train has completely passed over

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the bridge, the crewmember will initiate the raising sequence. When the bridge is in the fully open-to-navigation position, the crewmember will announce via radiotelephone on VHF-FM channel 16 that the bridge is in the fully open-to-navigation position.

^(1319.05)(d) To request openings of the bridge when the lift span is in the closed-to-navigation position, mariners may contact the MNBR via VHF-FM channel 16 or by telephone at 205-654-4364.

(FR 9/17/12)

41/12

Chapter 2—Paragraph 1376; read:

⁽¹³⁷⁶⁾(a) The draw of the Louisiana and Delta Railroad (LDRR) Bridge, mile 6.4, at Delcambre, shall operate as follows:

^(1376.01)(1) The draw shall be maintained in the fully open position for navigation at all times, except during periods when it is closed for the passage of rail traffic.

^(1376.02)(2) When a train approaches the bridge, it will stop and a crewmember from the train will observe the waterway for approaching vessels. If vessels are observed approaching the bridge, they will be allowed to pass prior to lowering the bridge. The crewmember will verify that the adjacent highway bridge is in the closed-to-navigation position prior to initiating the lowering sequence.

^(1376.03)(3) After the train has completely passed over the bridge, the crewmember will initiate the raising sequence.

^(1376.04)(4) To request openings of the bridge when the lift span is in the closed-to-navigation position, mariners may call the LDRR Signal Supervisor at 337-316-6015.

^(1376.05)(b) The draw of the S14 bridge, mile 6.4 at Delcambre, shall open on signal; except that, from 9 p.m. to 5 a.m. the draw shall open on signal if at least four hours notice is given. The draw shall open on less than four hours notice for an emergency and shall open on demand should a temporary surge in waterway traffic occur.

(FR 9/17/12)

41/12

Chapter 2—Paragraph 1388; read:

⁽¹³⁸⁸⁾The removable span of the S377 Bridge, mile 15.3 near Rosedale, shall be opened for the passage of vessels if at least 48 hours notice is given.

(FR 9/18/12)

41/12

**COAST PILOT 6 42 Ed 2012 Change No. 14
LAST NM 40/12**

Chapter 10—Paragraph 54; read:

⁽⁵⁴⁾ A dredged entrance channel leads north from deep water in Lake Huron to a harbor basin and anchorage area formed by two breakwaters. The harbor entrance is marked by lights on the outer ends of the breakwaters. In 2012, the controlling depth was 3 feet in the entrance channel to the basin, thence depths of 6 to 8 feet were

available in the basin.

(DD 21913)

41/12

Chapter 10—Paragraph 335; read:

⁽³³⁵⁾ **Mackinac Island, MI**, is a resort village and small-craft harbor on the shores of the semicircular bay at the southeast end of Mackinac Island. The bay opens toward the southeast between **Biddle Point** on the west and **Mission Point** on the east. A church spire north of the harbor entrance is prominent. The harbor is partially protected by a breakwater extending south from Mission Point and by a detached breakwater extending southeast from off Biddle Point. The outer ends of the breakwaters are marked by lights. While also protected by Mackinac Island and Round Island from north and south winds, respectively, the harbor is subjected to heavy seas through the Straits when the wind is east or west.

(L 1464-2012; DD 22144)

41/12

Chapter 10—Paragraph 341; read:

⁽³⁴¹⁾ **Graham Point** (45°51'00"N., 84°42'12"W.) is the southeast extremity of Point St. Ignace on the north side of the Straits of Mackinac. **South Graham Shoal**, with a least depth of 2 feet, and **North Graham Shoal**, with a least depth of 4 feet, are 1.5 miles south and 1 mile southeast of the point, respectively. South Graham Shoal is marked on the south side by a buoy and North Graham Shoal is marked on the east side by a lighted bell buoy. Currents in the vicinity of the Graham Shoals and the Straits of Mackinac are often strong and irregular.

(L 1464-2012; DD 22144; NOS 14881)

41/12

Chapter 11—Paragraph 974; read:

⁽⁹⁷⁴⁾ **Cedar River, MI**, is a small village at the mouth of **Cedar River**, across Green Bay west of Porte des Morts Passage. The mouth of the river is protected by rubble mound breakwaters on the east and west sides. The approach to the river is marked by lighted and unlighted buoys, and the outer ends of the breakwaters are marked by lights. In 2011, the controlling depth was 3½ feet between the breakwaters and upstream for 0.4 mile to the fixed highway bridge at the head of navigation. The bridge has a clearance of 10 feet. A marina on the east side of the river just below the highway bridge provides transient berths, gasoline, diesel fuel, biodiesel fuel, electricity, water, sewage pump-out, and launch ramp.

(DD 21157; LL 2012)

41/12

Chapter 12—Paragraph 133; read:

⁽¹³³⁾ **Pointe aux Pins Course**, with a depth of 28 feet, extends from Big Point southwest for 2.5 miles to the turn between **Brush Point, MI**, and **Pointe aux Pins, ON**, (46°28'30"N., 84°27'54"W.). The channel is marked at the

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upper end by a **233.1°** lighted range.
(LL 2012)

41/12

Chapter 12—Paragraph 136; read:

⁽¹³⁶⁾ At the turn at the upper end of Brush Point Course the dredged channel flares broadly to the west. **Birch Point Course** leads northwest from the turn for about 4 miles to the deep water in Whitefish Bay and includes dredged cuts through Point Iroquois Shoals and Gros Cap Reefs, ON. The channel has a depth of 30 feet and is marked at the lower end by a **138.6°** lighted range on **Birch Point** (46°26'00"N., 84°31'24"W.). A lighted mid-channel buoy is on the range line in the turn.

(30/12 CG9)

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